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CAPTAIN CARTER TO FORT RUGER MAY 1

On Wednesday next Captain Clifton C. Carter, coast artillery, assistant to the chief of staff of the Western Division, San Francisco, attached to the headquarters of the Department of Hawaii, will leave headquarters and take up his duties as captain in the coast artillery at Fort Ruger.

The office of chief of staff for this department was practically abolished last October, when the officer serving as such here became only an assistant to the chief of the western division. The duties performed by Captain Carter will be taken up by Major Campbell, acting adjutant-general. The latter, however, may not serve much longer, as his promotion to the grade of lieutenant-colonel was announced on April 1, and he is slated for duty elsewhere, probably in New England.

While felling a tree on his farm, near Whitesburg, Kentucky, Morgan Clark, ninety years old, an uncle of Champ Clark, speaker of the house of representatives, and candidate for the nomination for President, was killed instantly.

CHARGE UNION LINE IS UNFAIR

W. H. HOOGS WILL CALL ON LOCAL AGENTS TO TALK IT ALL OVER.

(From Saturday's Advertiser.)

Discrimination against Honolulu by the Union Steamship Company, operating steamers between Australia and Canada, via the Hawaiian Islands, has been the charge which has frequently reached the promotion committee, and was confirmed by several statements presented to the organization yesterday. To some extent also are they confirmed by W. H. Hoogs, a member of the committee, who recently returned from Australia, and who was deputized as a committee of one to interview T. H. Davies & Co., the local agents, relative to the matter.

W. H. McInerney and Mr. Hoogs both stated that complaints had been made to them that the Australian agents of the line discriminate against this port in their sales of tickets and advise patrons to go through to Vancouver and not risk obtaining steamer accommodations out of Honolulu for San Francisco. The statement made also that tourists traveling on a steamship recently up from Australia, were told by the Australian agents that they had cable to Honolulu and learned there were no accommodations to be had from Honolulu to San Francisco, and on this statement the passengers bought through tickets for Vancouver. On the last steamer from Sydney several persons aboard desired to stop over here, but were advised to take no chances as to accommodations, with the further probability of being "marooned" here indefinitely. Instead of taking in the sights of Hawaii they continued their journey on the same vessel to Vancouver.

Pulling for Vancouver.

"We are pulling for Vancouver, and not Honolulu," was the statement of an agent in Australia to Mr. Hoogs. As to the charge that the pursers on the Australian liners do not furnish literature on the Hawaiian Islands to patrons, Mr. Hoogs said that it was only about six days before reaching here that he found that literature was in the hands of passengers.

The charge has also been made that passengers on these liners applying to the pursers for literature on the Hawaiian Islands, have difficulty in obtaining any, although each steamer is supplied each time it visits this port.

Cook Says Not Guilty.

The promotion committee received an answer from Thos. Cook & Son, at Sydney, relative to certain complaints made here. With reference to the complaint of two gentlemen named Baxter, Thos. Cook & Son, say: "These gentlemen have evidently misunderstood the information which was given them at this office. They particularly wished to book for a Toyo Kisen Kaisha steamer from Honolulu to San Francisco, and were informed by our booking clerk that it was impossible for them to travel on this steamer unless they were prepared to pay the fine of \$200 imposed by the American government, as, of course, the T. K. K. is not allowed to carry passengers between Honolulu and San Francisco.

"With reference to the other passengers, Miss Cookson is apparently the only one who booked at this office, and she certainly was not told that she could not break the journey at Honolulu. In fact, we cannot remember that she expressed any desire to break journey en route.

Travel Should Improve.

"The Canadian-Australian line has now made it possible for passengers holding through tickets to break their journey at Honolulu, and continue to San Francisco by Matson or Oceanic steamer, on payment of an extra charge and this privilege should lead to a far greater number of through passengers stopping over at your port, and should lead to increased travel in Hawaii. It is a privilege that has been greatly desired in the past, and we think in future a very large proportion of the passengers will stop over at your port.

We are drawing special attention to this facility to all through passengers, and supplying them with the literature which you regularly send us, and we cannot suggest any other means of directing tourist traffic to Honolulu."

All of which indicates that Thos. Cook & Son are doing their part toward helping the promotion committee in its work of attracting tourist travel.

ADVERTISE FOR BIDS.

Superintendent Campbell of the department of public works yesterday completed the advertisements for the bids for the construction of the Hilo wharf at Reed's Bay. There are two alternatives, one a wharf with concrete piling, concrete caps and wooden superstructure and the other with wooden piling. Both plans are along the same general plans. The bids will be opened on May 29.

HIGH OFFICIALS AT FUNERAL OF GRANT

NEW YORK, April 26.—President Taft, Vice President Sherman and General Wood and other distinguished civil, military and official representatives are prominent figures at the funeral services of the late General Grant.

BEVERIDGE FOR TEDDY.

SAN FRANCISCO, April 29.—It was announced at the local Roosevelt headquarters that former Senator Beveridge will reach here Friday to begin an active campaign for Roosevelt throughout the State.

PILES CURED IN 6 TO 14 DAYS.

AZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded.—Made by P. P. MEDICINE CO., Saint Louis, Mo.

ARRIVAL OF THE CARPATHIA IN NEW YORK HARBOR

Graphic Pen Picture of the Hours of Anguish When All the Worst Fears of Many Were Confirmed

By Patrick Gallagher in San Francisco Call.

NEW YORK, April 18.—Clothed in a white mist of fog, drenched by a drizzling rain, the Carpathia, grief ship and floating hospital, stole like a black snake into port tonight to land its suffering hundreds—all that is left of those who sailed on the first voyage of the lost Titanic.

The hull lay low down in the water weighted by the saddest freight that ever ship carried; its speed was the funeral note of seven knots, just half of its steaming capacity; its ensign trailed at half pole, wet with the tears of elementary nature for nature's grim conquest of marine man.

Surgeons Overtaxed.

Almost every stateroom was a sick bay. The call of the sick and suffering had broken down even the heroic nerves of the ship's surgeons. They were dizzy and faint from doing, striving with all their might to keep alive the living which the death doomed Titanic's lifeboats committed to their care.

Manfully they defied nature, fighting off the weariness of brain and hand and foot. They stayed by their posts, going from stateroom to stateroom, from cabin to cabin, from berth to berth, administering to rich and poor alike, without thought of preference or recompense.

As far as they could, the men and women who sailed from New York on the Carpathia offered willing and cheerful help, turning themselves into nurses at a moment's notice, giving up suite and berth without a thought of their own comfort.

Demands Too Great.

Great and vital has been their aid; yet, for all that, sorrow and sickness have exceeded the desire and the power to soothe.

Many of the more delicate women were piercing the deck with their screams when not kept under the influence of thought-stilling opiates, and the doctors were dealing out their stores of medicines during the sorrowful voyage in fear that more urgent need for their use might disclose itself before the last sufferer was placed within the ambulances lined up at the Cunard pier. The scene on every deck was awe inspiring, fearful.

Suffering of Girls.

Some of the younger women are the most difficult to compose. And this is particularly true of those who were taken off in the first boats which were lowered from the Titanic's davits—delicate girls who hitherto had known sorrow but from hearsay; who were reared in the lap of luxury, waited on and petted; their least thought a mandate—a poor preparation for their harrowing experience in the boats, many of them fresh from their beds and in their night clothes, with but a thin wrapper or raincoat between shivering body and biting wind.

Clothing was cheerfully offered them when they were raised over the rails of the Carpathia, but in most cases the offers were unnecessary. They were unfit to leave the cabins generously bestowed upon them by the Cunard's first-class passengers. Wrapped around with blankets, tended to by the doctors and the volunteer nurses, they have passed from one delirium into another. And, sad to tell, some of them do not yet know the worst.

Facts of Disaster Withheld.

To many, both conscious and unconscious aboard the Carpathia, even the limited facts which were sent to land by wireless were unknown. Until the arrival of the rescue ship here some did not know that the Titanic is lying at the bottom of the Atlantic a hopeless wreck, and that those who remained aboard have been lost. And the doctors and ship's officers dared not tell them.

Many of them will remain in ignorance of their losses, the deaths of their nearest and dearest to them, until they have been nursed back to health and strength, and can bear the blow they must suffer—perhaps weeks or months from now.

The life and the ultimate sanity of more than one is in grave jeopardy. Those who have held their nerve through the fearful experience suffered a terrible shock when they learned what was known ashore. And this shock was re-echoed by the shattered hopes of the hundreds who had counted the hours and minutes here in New York, hoping against hope that their sister, wife, daughter or cousin, or dear friend, was among the number of those rescued and yet unnamed.

Terrible Suffering.

The suffering of those thus far saved is in many cases physical as well as mental. The hours of exposure to the ice chilled elements while in the boats have been succeeded by pangs of fever and the pain of pneumonia. It is doubted whether it will not be fatal to remove some among these patients from their warm beds in the improvised hospital amidships.

Frost bitten, bruised and marked by wounds sustained while hurrying from their berths in the wreckage strewn corridors and companionships of the Titanic, both men and women will, if they live, bear for many days to come legacies of their hours of panic and dread. Several are reported maimed for life.

A distressing note of peculiar pathos comes from among the hapless women saved from the Titanic's wreckage. As is usually the case of every liner sailing from Europe to New York, there were whole Jewish families heading with

all their possessions from the rule of blood in the ghettos of Russia to the realm of peace in the new "land of promise."

Widows and Orphans.

The husbands of several of the women in this little band of persecuted wanderers went down with the lost liner. Until they arrived in New York they did not know that they were widowed and then they received that black news—sentence of widowhood for life. According to the strict rules of their ancient faith they never can marry unless the bodies of their drowned husbands are recovered.

And, turning from these adults to the children, what a soul piercing picture these little ones present.

Most of them are tearful and wan faced, repulsing food and friendly cheer. But several of them are dry of eye, yet more grief stricken than the others. It is awful to look upon their little pinched faces, set in a pitiful stare of uncomprehending sorrow. The shock they have passed through has dashed them—deadened every emotion save that of hopeless woe.

Stunned by Calamity.

On the threshold of life and the land toward which their young hearts had been turned so joyously while hearing the hopes pictured by their parents, they have been struck down by a calamity which has aged them in a single night. Theirs is the most thrilling note in the Carpathia's mournful dirge of many griefs for the lost Titanic.

The Carpathia put out from New York with a numerous passenger list of pleasure seekers going to the placid waters of southern Europe to pass the pleasant months of spring and early summer. Many of the women in the first and second cabins had trunks of light, lacy gowns and lingerie.

Gave Up Clothing.

When the lifeboats came alongside with the women and children snatched from the jaws of death, they rushed to their staterooms, plucked their flimsy from the lockers, had their trunks opened and turned over their most cherished garments to the distressed people, in many cases ripping up the finest clothes to sew and fit little garments for half-naked children.

All through the voyage from the vicinity of the wreck to the Hudson they were busy doing something to manifest their sisterhood with the sorrowing. And grateful were those among the latter whose minds were not wandering on the wings of woe.

Operators Collapsed.

Laboring until human endurance could stand no more, the two wireless operators, one after the other, collapsed at their keys.

So came the Carpathia from Cape Race to New York, the saddest ship that ever sailed the seas. As it crept slowly up to its berth through the pale pall of the feeble fog, the waves sobbing along its sides from forefoot to sternpost, a resonant requiem, hope still flying at the main, though despair and death lay cabined below, one could not but contrast this funeral actual ending with the joyous welcome to port which had been prepared for the then towering Titanic when it sailed from Southampton but little more than a brief week ago.

"Man proposes; God disposes. The Lord giveth the Lord hath taken away."

EFFINGER OUT FOR MAYORSHIP

AT LEAST, IT IS SAID LINK IS
PARTIAL TO THE PLAN—
FERN FOR SHERIFF.

If some one don't stop spreading these political rumors some one is going to get hurt, particularly if they spring anything like this last one which says that John Effinger is going to be the Link McCandless nominee for mayor of the biggest city in the world, to wit, Honolulu and that "Our Joe" Fern is going to run for sheriff. There is a loud silence about the Democratic incumbent of the sheriff's office, William P. Jarrett, and if Link will not stand for that rumor, then the discharged policemen who gather round his banner have got to, for it comes out of the McCandless camp.

While McCandless himself is said to have emulated the happy little oyster when the matter was put up to him straight and even been so cautious as to say he knew nothing about it, the John Effinger rumor has made quite a hit with the political scandal-mongers. They say that Effinger's jump from the ranks of the McCarthyites to the meat-ticket crowd was due to the promise of Link that he would give him the mayoralship nomination.

At that time, Mayor Joe Fern was almost a McCarthyite and was a lead-pipe cinch that his secretary was, if he wasn't. So it looks as if Link intended to chuck him together with Sheriff Jarrett. The fact that the rumor credits Fern with the sheriffship only makes it look better, for when Joe wandered into the McCandless camp, sporting the green McCandless badge and grinning with all of his grandmother's teeth, Link must have had to hustle to get him in on the deal and couldn't throw Effinger down on the mayor's promise. He gave the sheriff promise to our mayor.

Wouldn't it jar you?

HEIRESS TIES UP HER INHERITANCE

MISS PARKER SIGNS TRUST DEED APPOINTING A. W. CARTER HER TRUSTEE.

(From Saturday's Advertiser.)

The trust deed by which Miss Annie T. K. Parker turns over her property to be administered by Alfred W. Carter was filed yesterday with the registrar of conveyances. Carter has been her guardian for some years and has very successfully managed the big property. The deed has been planned for some time, as already stated in The Advertiser, having been in preparation before the announcement of the engagement of the young heiress. On her becoming of age, Carter's duties as guardian expired, but his management had been so satisfactory that arrangements were at once made to have him continue in charge under a trust deed, which fully protects Miss Parker and her mother as to income.

The trust deed gives Carter full power in the management of the estate, and is irrevocable. Miss Parker is to be allowed an income of \$2,000 per month, until the present indebtedness of the property is paid off, and her mother, Mrs. Elizabeth J. Knight, is to have \$1,000 per month income.

The trustee is also given \$5000 per year to spend as he sees fit for maintenance and care of aged, disabled or indigent employees of the ranch or their families.

After the indebtedness of the estate is paid off, 75 per cent of the net income is to be paid as follows:

Two-thirds of it, or 50 per cent of the whole net income, to Miss Parker; and one-third or 25 per cent of the income, to Mrs. Knight. Provided that Miss Parker's income shall not at this time be less than \$3000, and her mother's less than \$1500 per month; any deficiency as to these incomes to be made up from the remaining 25 per cent of the net earnings.

The 25 per cent of the earnings, not definitely provided for, is to be used by the trustee for educational, charitable or public welfare purposes, or for the purchase of real estate or other investments.

The trustee receives compensation in fees and commissions provided for by law in administration of estates, and he is required to give bond in sum of \$100,000.

He is to make Miss Parker a quarterly report, but is not required to file any account with any court—"it being the wish and agreement of the parties hereto that recourse shall not be had to any court . . . unless absolutely necessary."

Verdict for Plaintiff.

A verdict for the plaintiff, for the full sum asked was rendered yesterday in Judge Cooper's court in the case of the Henry Waterhouse Trust Company vs. J. D. Paris. The suit grew out of the old case of W. W. Bierco and Company vs. C. J. Hutchins, and was for \$3,079.11, being the defendant's shares, as alleged, of the judgment of \$36,002.08, obtained in that case. The jurors were out about an hour. The defense noted an appeal. The following were jurors: Wm. Lishman, Arthur Coyne, L. M. Underwood, A. A. Hussey, Sam A. Green, A. F. Gertz, Wm. P. Thomas, B. H. Zablan, Thos. L. McGuire, Wm. H. Smith, Sam F. Nott, S. K. Hao, Jr.

Court Notes.

Robert A. McWayne has filed in the circuit court a replevin suit against Sheriff Jarrett to recover a fifty-horsepower Ponny Tonneau Kissel Kar, or its value, \$1650. He also asks damages in the sum of \$600 for what he claims is its illegal retention by the sheriff.

J. H. Schnack has brought an action in the circuit court against Elizabeth K. Booth, individually and as guardian of the estate of Lea E. and Marjorie M. Booth, for partition of property located on Gulick avenue, which he claims is owned half by him and half by the defendants to the suit.

David K. Kahoa has been appointed administrator of the estate of Malie Hiram, deceased.

Judge Whitney has approved the final accounts of A. D. Castro, administrator of the estate of August P. C. Correa. The final accounts of Margaret F. B. Oat, widow of J. M. Oat, and executrix of his estate, were also approved.

Three more divorce suits, the charges being drunkenness and desertion, were filed yesterday.

QUARTER MILLION IS SPENT ON SEWERS

In a report prepared yesterday, Superintendent Campbell of the department of public works declared the total amount of money spent on the Honolulu sewers and water works since November 1 to be \$248,024.06.

This sum includes the contract price of all work now under way or on contracts that have already been let as well as the money spent on work that has been completed.

Superintendent Campbell is optimistic over the work that is now being performed, estimating the Waipio sewer system, among other things, to be completed within five months. This system extends over three miles. The Richards street wharf shed is also almost completely and much of the work started by Mr. Campbell under appropriations by the last legislature will be completed before he retires from the department on June 1.

W. H. Habbitt returned from a trip to Kauai yesterday on the Kilauea. He accompanied Joseph Balmori on a tour of the plantations.

CAVALRY FORCE NOT TO BE CUT

HAWAII FIGURES IN BOTH SIDES OF DISCUSSION IN DEBATE IN THE SENATE.

WASHINGTON, April 11.—Senate

Democrats today turned on the army reorganization provisions inserted by the Democratic house into the army appropriation bill and assisted the Republicans in striking from the measure the clause reducing the cavalry force from fifteen regiments to ten.

This was the first of the house legislative provisions reached, and it is considered likely now that all of them will be eliminated.

After debate that lasted all day the committee amendment striking out the house provision was adopted by a vote of forty-seven to six. Seventeen Democrats voted against the house plan and only five voted for it. They were Senators Clarke, of Arkansas; Gore, of Oklahoma; Overman, of North Carolina; Swanson, of Virginia, and Williams, of Mississippi. The one Republican to vote with them was Senator Gronna, of North Dakota.

Abandon Hawaii.

In the debate, Williams, formerly leader of his party in the house, tried to get his colleagues to support the house provision. He declared that the only branch of the army that should now be larger than it was before the Spanish War is the coast artillery. The Philippines and Hawaii, he said, had not been considered in an argument for a larger army, as our first move in case of war would be to abandon them, trusting to their recovery later when we negotiated for peace.

Senators Warren and Briggs replied to him on the Republican side, and Senator Martine, of New Jersey, answered for the Democrats. Martine said that only the three senators who had voted against the arbitration treaties had a right to vote now for a larger army, but as he was one of the three he would vote to retain the five regiments of cavalry. The millennium of peace, he said, had not yet come, and he read from a statement showing that Great Britain now has ten dreadnoughts, four armored cruisers and some smaller craft ready to launch.

Du Pont's Explanation.

In a memorandum submitted by Senator Du Pont he says of the senate changes in the Army bill: "The proviso which reduced the number of cavalry regiments from fifteen to ten has been omitted for several reasons."

"First. It was inserted without consultation with the military authorities and is strongly opposed by them as greatly weakening the regular army, or first line of defense, which should be strong in cavalry for the reason that if volunteers be called out regiments of cavalry cannot be organized, instructed and made efficient nearly as quickly as can regiment of infantry.

"Second. The number of cavalry regiments is not more than is needed under present conditions.

"While, as compared with the number of existing infantry regiments, the number of cavalry regiments is rather more than is considered theoretically necessary for a well balanced force, the conditions in our Army differ from continental Europe, whence we get our ideas of a well balanced force. The number of cavalry regiments for the regular Army was fixed by law in 1801, after careful and mature deliberation. It is to be remembered that the regular Army is our first line of defense, and that after it comes the militia, which has not a sufficient force of cavalry to balance the militia regiments of infantry. There are very few militia organizations of cavalry, and the few that exist usually hire horses when needed.

"The service that our cavalry is actually performing on our southwestern boundary cannot be performed efficiently by foot troops, and in this connection it may be stated that even with our present fifteen regiments of cavalry it has been found necessary to augment our mounted troops in that region by a force of Texas rangers.

"It is submitted that when, in addition to the previous duties of the regular Army, at least 15,000 men are neither the proper nor the appropriate moment for the reduction of the military establishment.

"Third. The resulting economies will not compensate the country for the diminution in the efficiency of our first line of defense."

required for the defense of the Canal Zone and at Pearl Harbor, Oahu, it is

COL. HAYNES ONCE SERVED IN HAWAII

Lieut. Col. Ira A. Haynes, Coast Artillery Corps, promoted colonel from April 1, 1912, vice Brooks, retired, was born in Kentucky September 10, 1859, and is a graduate of the U.S.M.A., class of 1883, when he was promoted in the Army second lieutenant, Third Artillery. From his first service and to December, 1899, Colonel Haynes was on duty at various posts in the southern Atlantic Coast states, and then went to Honolulu for duty. He served next at Fort Monroe and Fort Sill and in the Philippines, and his last post of duty was at Fort Miles, California.

CONFIDENCE WELL FOUNDED.

The implicit confidence that many people have in Chamberlain's Colic, Cholera and Diarrhoea Remedy is founded on their experience in the use of that remedy and their knowledge of the many remarkable cures of colic, diarrhoea and dysentery that it has effected. For sale by Benson, Smith & Co., Ltd., agents for Hawaii.